

Terminal Business Service (ATB): Background and Update

Briefing by Marcos Costilla, ATB-2 (acting)
Northwest Mountain Regional Management Team

Seattle, WA

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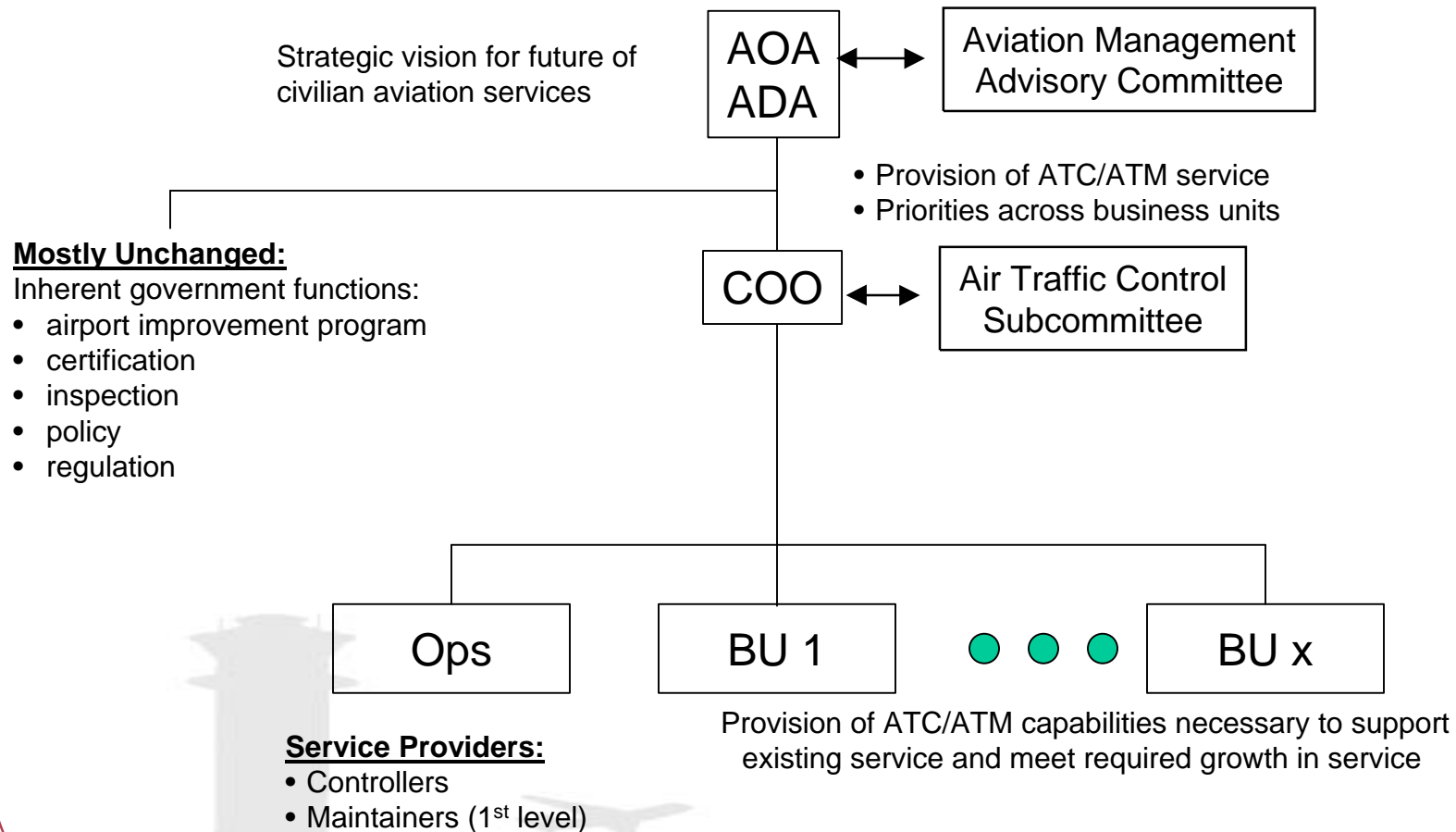


ATB

Establishing ATB

- The Administrator decided in October 2000 that she needed business improvement right away
- She tasked Bill Voss (formerly the director of the Office of Air Traffic Systems Development) with creating a “Terminal Business Unit” to improve processes, focus accountability, and improve performance.
- The notice establishing the Terminal Business Service (ATB) was released in January 2001

Context Assumption



Benefits of ATB

- Acquisition combined with Operations
- Combined budget
- Cradle-to-grave
- National prioritization
- Provide field input to program decisions
- Single point of responsibility/authority
- Service maintenance & evolution
- Prioritization, risk mitigation, and financial management
- Manage processes

Key Expectations

Before ATB

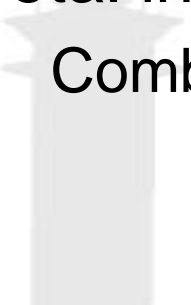
- Acquisitions separate from operations
- Multiple sources for funding
- Low priority for infrastructure issues
- Multiple decision owners (dispersed accountability)
- Fragmented roles and responsibilities for terminal capabilities
- Separate terminal product lines
- Multiple contacts for terminal projects
- Buildings and structures separate from systems
- Requirements from multiple organizations into various channels

With ATB

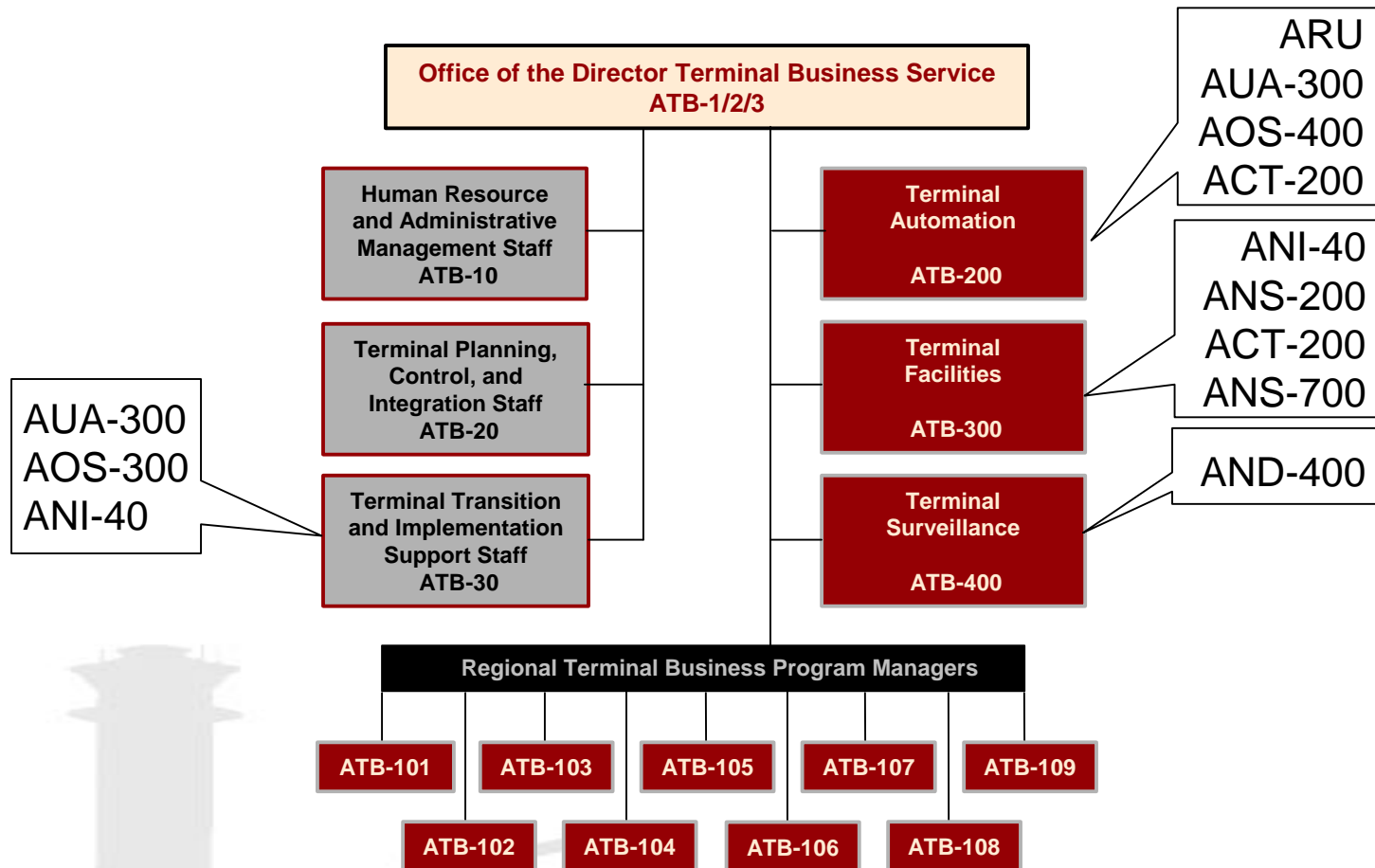
- Acquisitions and operations combined
- Single source for funding
- New advocate for infrastructure
- Focused accountability
- Centralized Life-cycle support for terminal products
- Combined terminal product lines
- Single point of contact
- Buildings, structures and systems combined in ATB
- Coordinated and integrated prioritization of requirements

Scope of ATB

- Initial scope
 - Integrated planning for automation, facilities, and surveillance (planning)
 - Execution of terminal automation (ARTS/STARS) and facilities programs (tower/TRACONs)
 - From requirements to second-level maintenance
- Personnel - 300+
- Total integrated budget of close to \$1B
 - Combines F&E & Ops



Organizations That Joined ATB

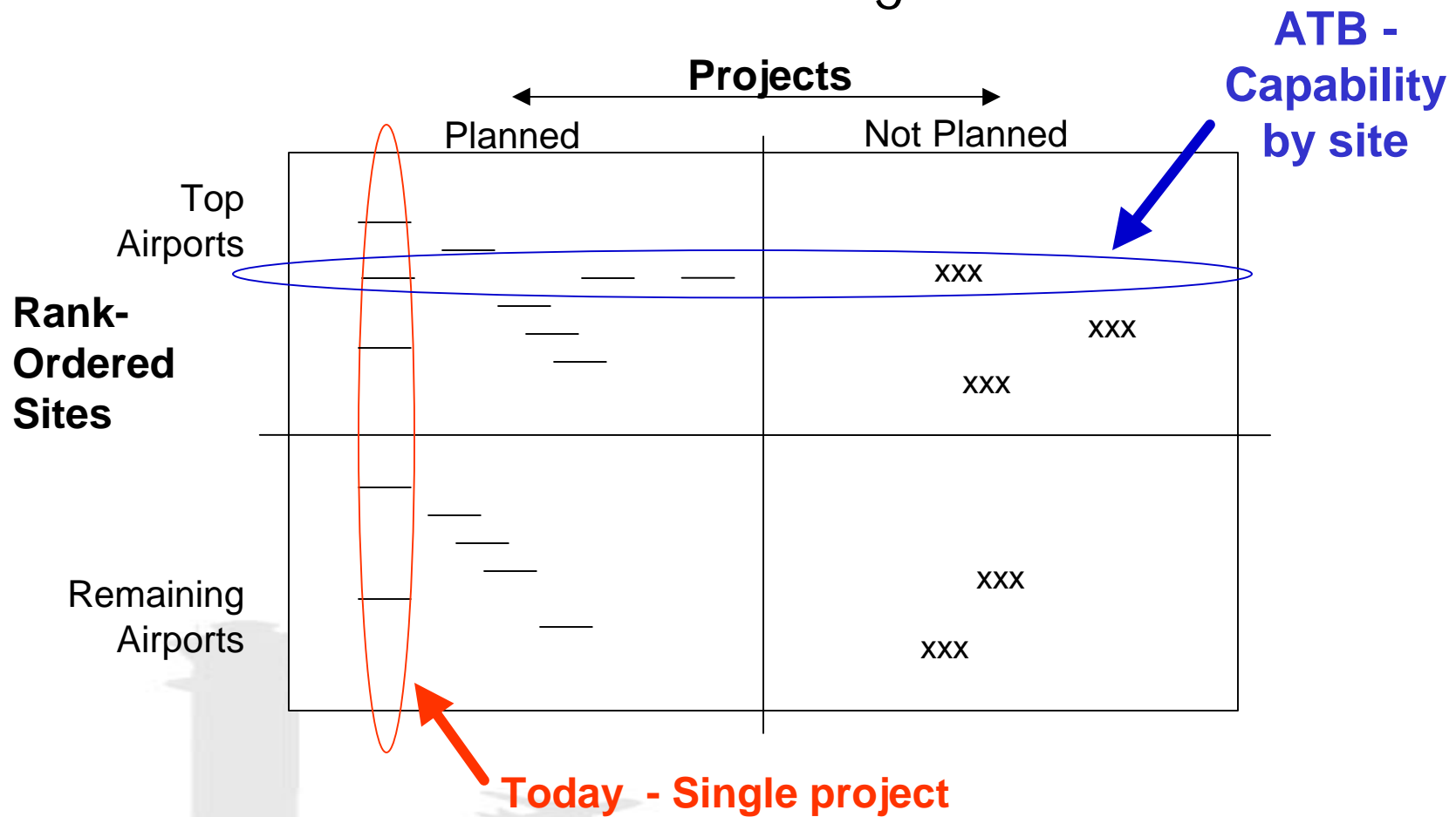


Requirements
and Planning

ATB-20	ATB-200/300/400	ATB-30	ATB-100s
Integrated Terminal Work Plan Process Owner	Provides national component to ITWP	Provides implementation considerations in development of ITWP	Provides regional component to ITWP
Provides guidance, templates, and design	Ensures horizontal equipment dependencies	Advocates regional requirements	Facilitates prioritization and validation at regional level
Advocates resources	Projects to enhance Terminal capabilities	Assures resources are provided for ITWP	Administers regional process for planning and execution
Administers process	Incorporates life-cycle requirements	Process owner for implementation	Tracks and reports accomplishments
Validates cost benefits	Assesses integrity of Terminal infrastructure	Oversees execution of ITWP	Executes the regional portion of ITWP
Establishes national priorities	Performs direct work IAW ITWP.	Integrates all projects, regions, sectors, and stakeholders	Integrates all aspects of work at site level
Oversees and maintains ITWP	Applies allocated resources	Provides ongoing validation of execute-ability of the ITWP	-----
Assists in issue resolution	Assists in issue resolution	ATB focal for implementation issue resolution	Regional focal point for issue resolution and workarounds
Replanning	Participates in replanning	-----	-----
-----	Provides second level support	-----	-----

Execution

Prioritization Alignment



Prioritization Trade-off

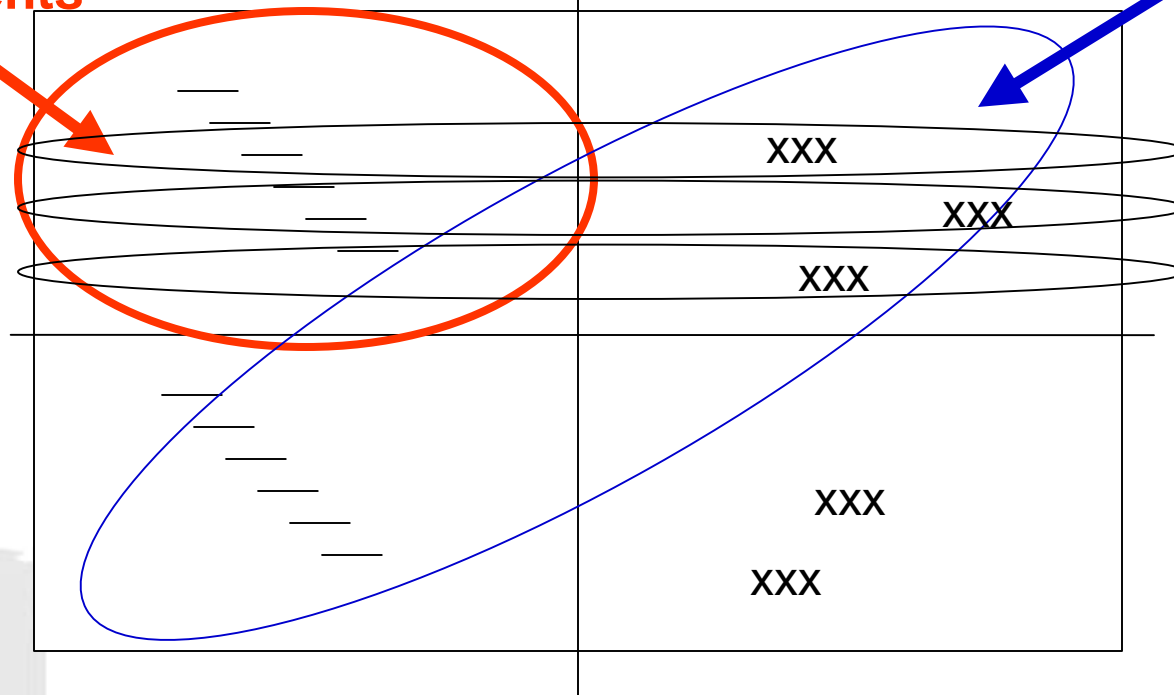
ATB Principal Commitments

Top Airports

Remaining Airports

Projects

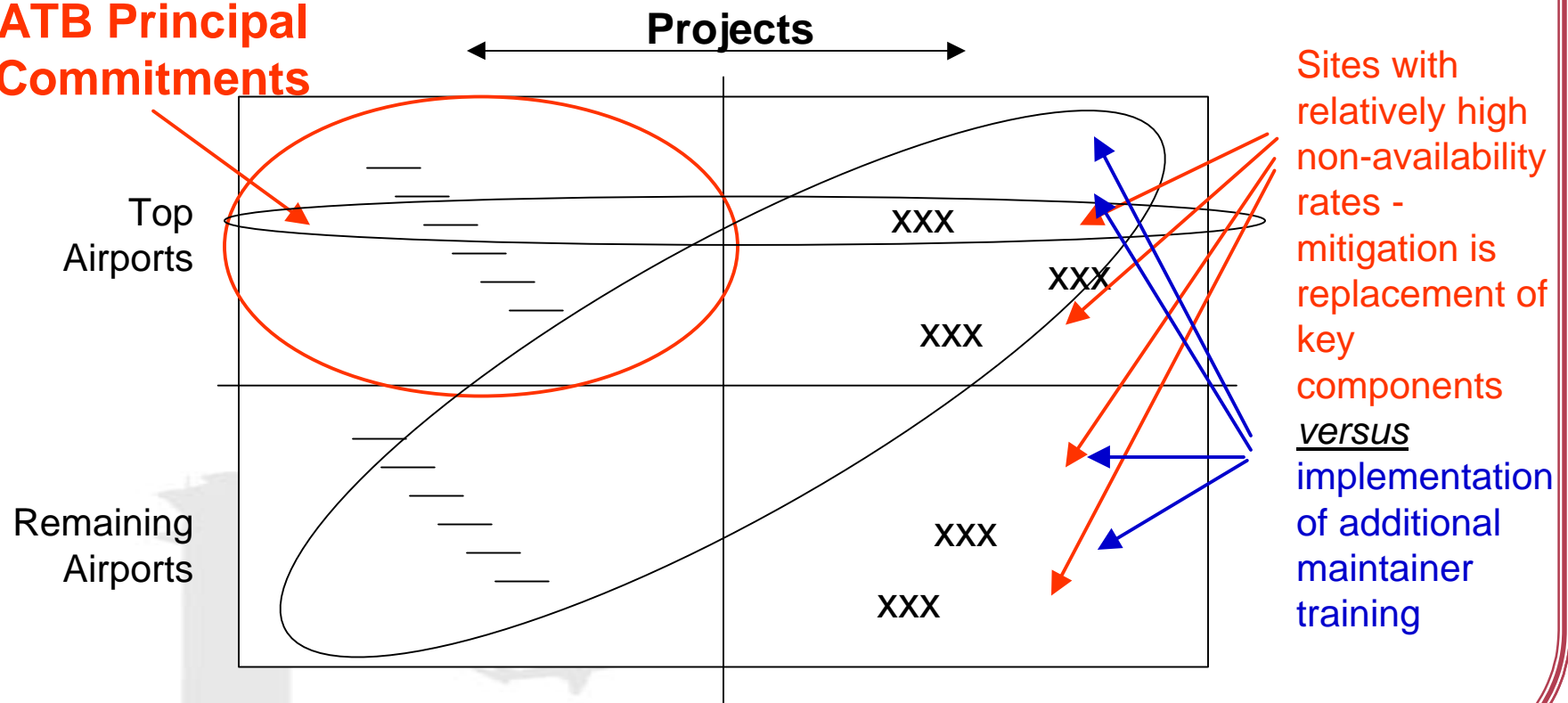
Risk Mitigation Trade-offs



Prioritization Trade-off - Example

ATB System Efficiency Goal: Sustain operational availability of terminal ATC capabilities

ATB Principal Commitments



Regional POCs

- Will develop standardized processes for planning, integration, and execution of terminal projects
- Will develop an administrative framework and processes for future ATB-100s
 - Financial management
 - Resource requirements, space, etc.
 - Implementation strategy for standardized tool set
- Detailed to ATB for 90 days
- Matrix team representative of AF, AT, Airports

Regional POCs

<i>Region</i>	<i>Airports</i>	<i>Airway Facilities</i>	<i>Air Traffic</i>
AAL			Rosey Vasquez, AAL-510
ACE		Ed Noulin, ACE-422	
AEA			Mike Catarozulo, AEA-510
AGL	Ben Deleon, AGL-610		
ANE		Kermit Wieselquist, ANE-420	
ANM		Bob Kitson, ANM-420	
ASO			Carmel Leese, Acting ASO-510
ASW		Bill Phipps, Asst ANI	
AWP			Sally Savage-Lebhart, AWP-510

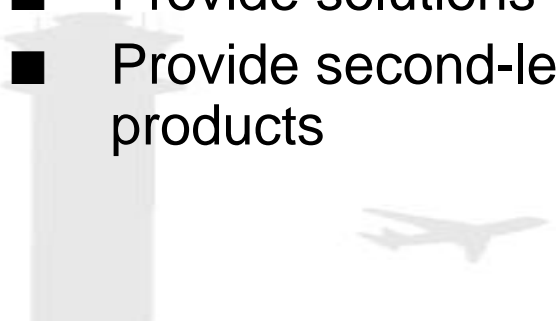
Regional Presence: ATB-101-109

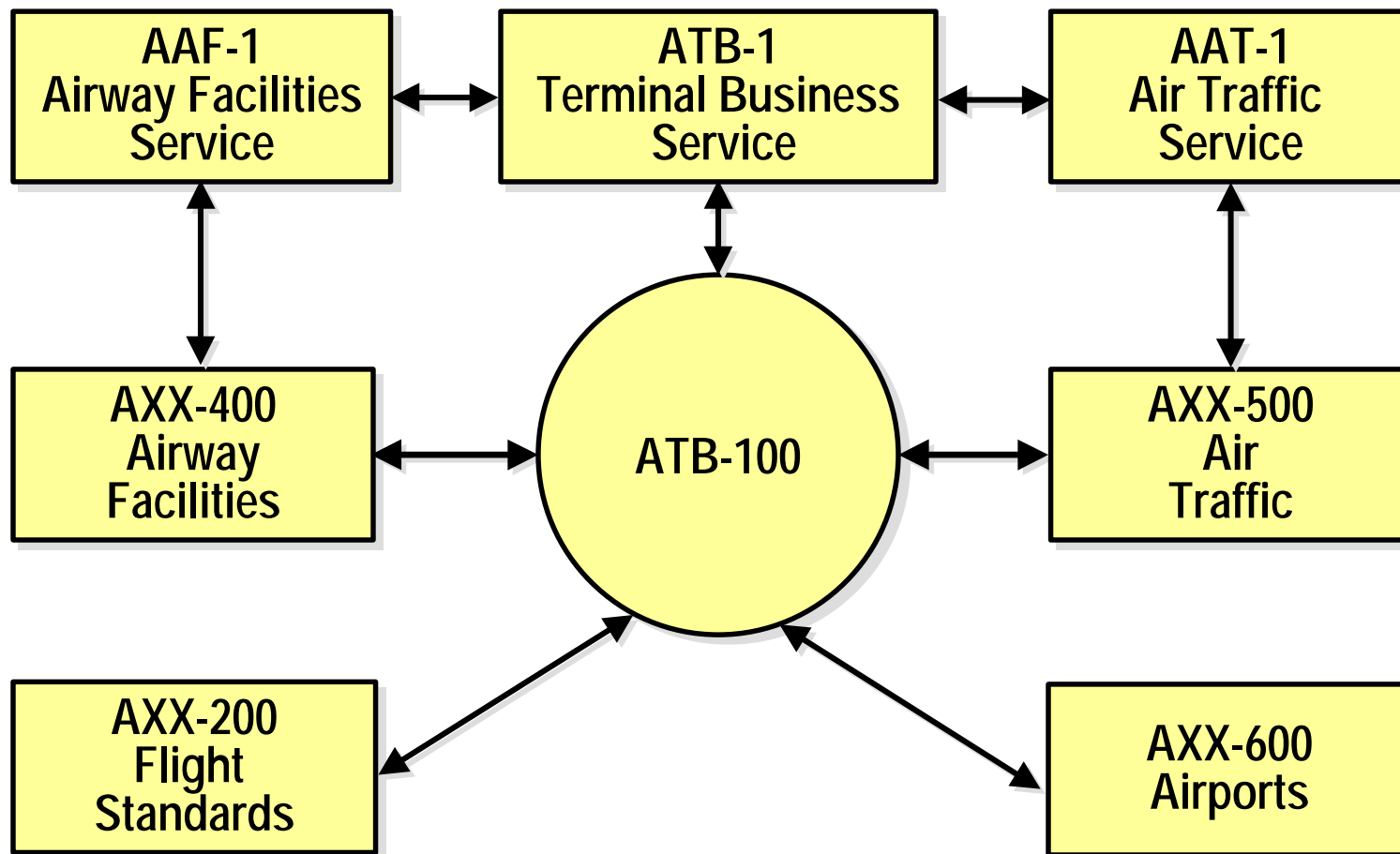
- Nine Terminal Business offices, one in each Region
- ATB-100s are fully integrated members of the ATB management team.
- Regional Administrators will
 - Act as executive sponsor
 - Actively support and facilitate the ATB-100 program manager
 - Ensure horizontal integration between lines of business



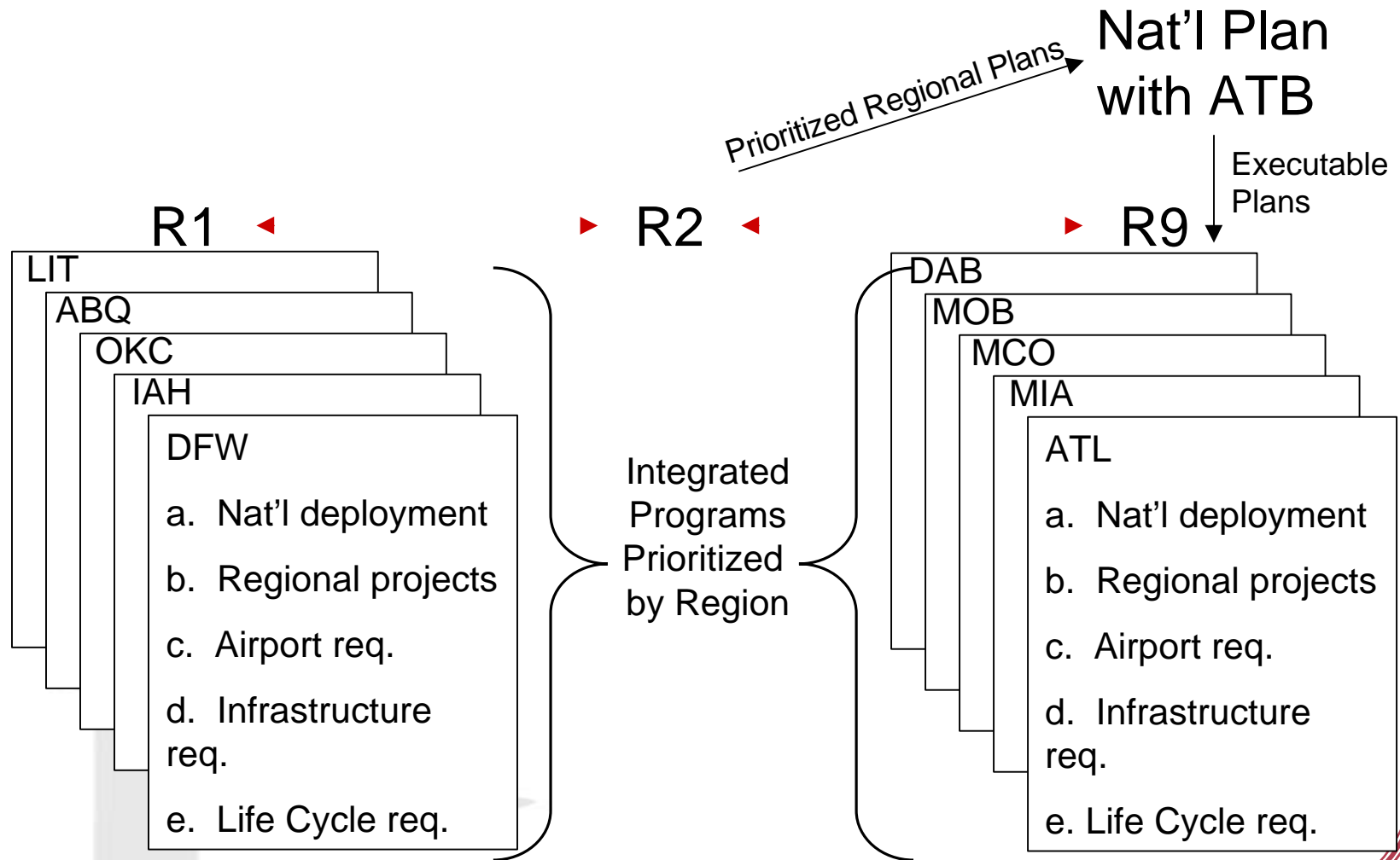
Regional Presence

- The role of the ATB-100s will be to
 - Collect the information used to define the work plan
 - Reach agreement on Regional priorities
 - Participate in defining national priorities and the work plan
 - Ensure the work plan can be executed by the Region
 - Execute the work plan
 - Provide solutions to unprogrammed requirements
 - Provide second-level support for business unit products

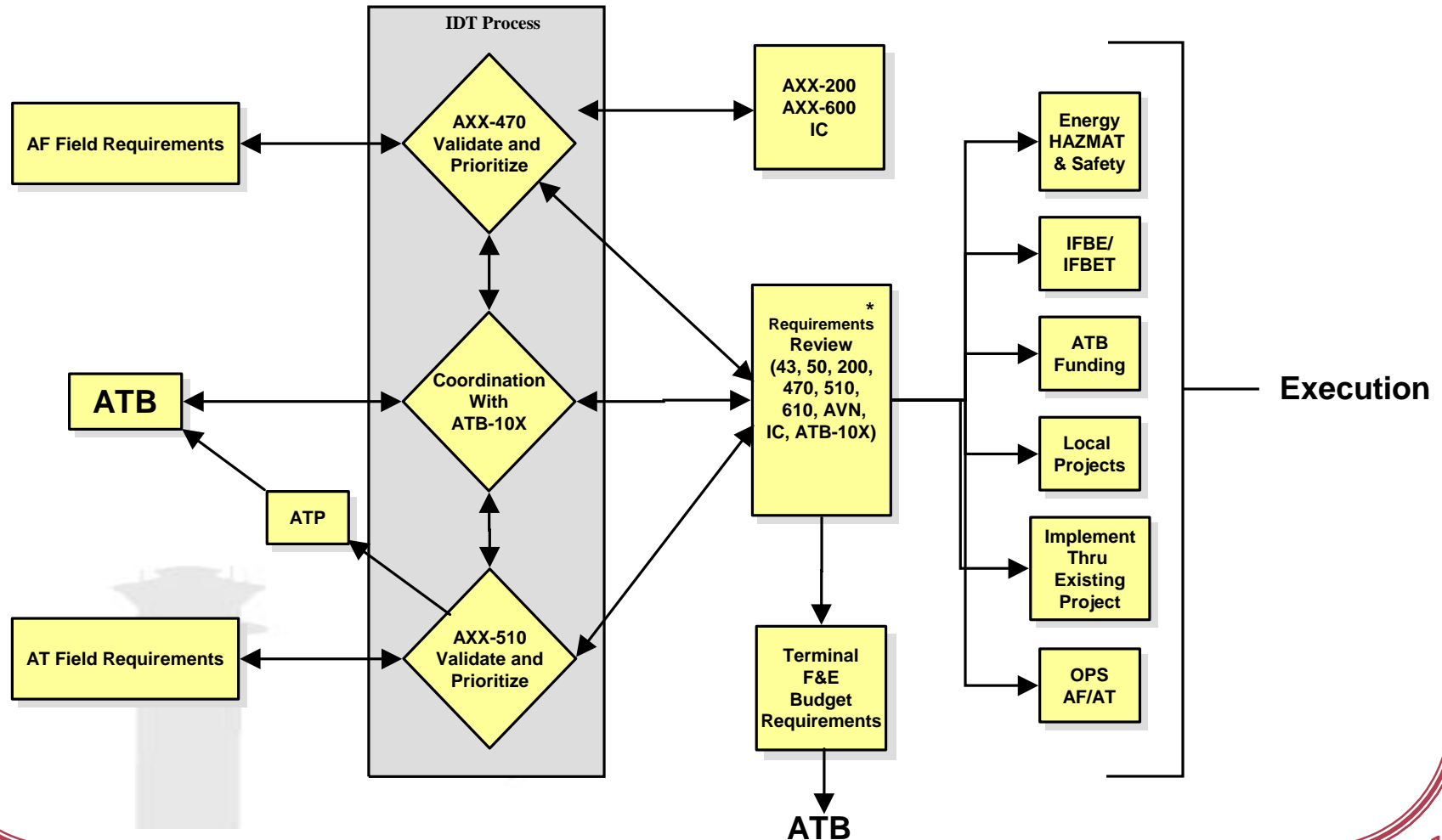




Planning and Integration



Terminal Regional Requirements Process



* National SOP (TBD)

SW N 2500.50
SO N 2500

ATB Goals: FY01

- ✓ Transition to ATB organization
 - Establish ATB-100s in Regions
 - Develop Integrated Terminal Work Plan for FY02
 - Complete milestones for STARS
 - ✓ Complete EDC-2 IOT&E and achieve ISD
 - Achieve EDC-2 ORD
 - Complete FS-1 SAT and initiate OT&E
 - Complete FS-2 TRR
 - Implement PBO milestones
- Implement ATS standard tool set
 - Project management
 - Configuration management
 - Knowledge management
 - Workflow automation
 - EIS/analysis/reporting
 - Financial management
 - Issue management
 - Communication
 - Service provisioning
 - Service assurance
 - Customer relations

Early Achievements

- Integrated planning and prioritization
 - Moving from a project perspective to a service delivery perspective
- Using the integrated plan to balance local concerns against national priorities
- Coordinating to minimize adverse impacts
- Modernization schedule and sequence must be synchronized
- A change in scheduling has collateral impacts
- Coordination processes are critical
- Executive STIs have been developed to execute the milestones in the terminal integrated work plan

ATB website:
www.faa.gov/ats/atb

